

Appendix A: Public and Stakeholder Involvement

Overview

High quality comprehensive transportation planning includes receiving input from a broad and diverse representation of people. These people share a stake in an area's economic vitality and quality of life and want to be heard. To assure people were heard, a variety of opportunities and channels of communication were used to contact citizens in the region, public agencies, transportation agencies, freight transportation providers, and other stakeholders. Opportunities included the review of planning materials and a variety of ways to offer ideas and opinions related to the 2030 Long Range Transportation Plan (LRTP).

Project Information

Project newsletters

A series of three project newsletters were developed and distributed in advance of the three scheduled rounds of public meetings. The full-color, 11"x17" single-fold newsletters were produced in both English and Spanish and served as an introduction to project history, goals and objectives, and public participation opportunities. Each newsletter also provided a clip-and-send opportunity for written comments to be submitted to the project team. Additionally, readers were encouraged to visit a dedicated project Web site allowing comments to be submitted electronically.

Web site

WAMPOplan.org was developed as a stand-alone, project website with a direct hyperlink available through the City of Wichita's Transportation Planning homepage. The site included the following sections and supporting information:

- Project Overview – Purpose and need, history and background, study area description and map, teamwork and stakeholder outreach.
- Planning Process – Schedule and work plan.
- Information Center – Newsletters, press releases, reports, mailing list, related Web links.
- Get Involved – Public/stakeholder involvement, public meetings, advisory committee, comments and mailing list, contact us.
- Frequently Asked Questions.
- Contact Us.
- Glossary and Acronyms.
- What's New.

The site proved a recognizable and cost-efficient resource to offer additional information and updates to interested citizens throughout the process.



Media relations

In addition to newspaper advertisements promoting each round of public meetings, a project media kit was developed and distributed to local newspapers, television, and radio stations. This kit included project background and fast facts, LRTP projections, project schedule, planning and advisory team biographies, frequently asked questions, and project spokesperson contact information.

Press releases and media alerts were distributed during the project in conjunction with each planned round of public meetings and project milestones. As a result there was front-page coverage in the Wichita Eagle, interviews on KNSS radio and KAKE television with the WAMPO Transportation Planning Manager, and an article in the Wichita Business Journal highlighting planning activities.

Public Meetings

Three rounds of public meetings were conducted during the spring and summer of 2005 in various venues throughout the planning area. Representatives from the WAMPO, Wichita Transit, KDOT, and FHWA were in attendance to support the consultant facilitated meetings. Each meeting consisted of a formal presentation followed by a facilitated question-and-answer session and concluded with an open-ended opportunity for attendees to interact directly with project representatives. Comment cards were provided for those that wished to express their opinions in writing, and a translator was present to facilitate communication with non-English speaking populations. Beverages and light refreshments were served at each of the one-and-a-half to two-hour sessions.



The first round of meetings provided an introduction to the Long Range Transportation Planning process and gave an opportunity to discuss transportation issues that affect the region. The majority of the comments received during these meetings focused on public transportation (bus and paratransit) issues as well as bicycle and pedestrian issues. The meetings were held:

Tuesday, March 15, 2005
Minisa Park
704 W. 13th Street
Wichita, KS.

Wednesday, March 16, 2005
Hughes Metroplex
5015 E. 29th Street
Wichita, KS.

Newspaper advertisements were placed in the Wichita Eagle on Thursday, March 10, 2005 and Sunday, March 13, 2005, the Derby Reporter on Thursday, March 10, 2005 and Tiempos on Friday, March 11, 2005.

The second round of meeting presented information that had been collected and analyzed as well as feedback on the comments received from the public and transportation stakeholders. It also provided another opportunity to discuss the region's transportation issues and needs. The meetings were held:

Wednesday, May 25, 2005
Colvin Recreation Center
2820 S. Roosevelt
Wichita, KS.

Thursday, May 26, 2005
Sedgwick County Extension Center
7001 W. 21st St.
Wichita, KS.

Newspaper advertisements were placed in the Wichita Eagle on Sunday, May 22, 2005 and the Derby Reporter on Monday, May 23, 2005.

The third round of meetings presented the draft 2030 Long Range Transportation Plan that is recommended for adoption, provided an opportunity to discuss its recommendations, and informed the public of the review and comment period. The meetings were held:

Tuesday, August 2, 2005
Sedgwick County Extension Center
7001 W. 21st St.
Wichita, KS.

Wednesday, August 3, 2005
WSU Hughes Metropolitan Complex
5015 E. 29th St. North
Wichita, KS.

Newspaper advertisements were placed in the Big Voice on July 14, 2005, Tiempos on July 15, 2005, Derby Reporter on July 19, 2005 and Wichita Eagle on July 23, 2005.

WAMPO and Wichita Transit coordinated to provide free shuttle service to and from the meetings. Additional advertisements included electronic display at the Orpheum Theatre, banners on railroad overpasses, flyers and notices to surrounding metropolitan communities and ads in and on transit vehicles.

Public transportation users, including visually impaired and wheelchair-bound special populations, represented a significant portion of attending stakeholders. Those individuals expressed frustration with limited evening and weekend options for transportation, and average east-to-west trip times of over an hour in duration.

Other attendees weighed in on congestion, project selection, land use, future development, system maintenance, safety and intermodal transportation, and other related topics.

Stakeholder Interviews

To ensure early participation of specific, targeted audiences, one-on-one interviews were scheduled and facilitated by various members of the project team. A formalized discussion guide was developed and followed per each interaction to assist with recording and analyzing responses consistently. Interviews included representatives from the following stakeholder groups and organizations:

City of Andover	Greenways Alliance
City of Bentley	Haysville School District
City of Cheney	Hispanic Chamber of Commerce
City of Colwich	Hutchinson School District
City of Clearwater	Mulvane School District
City of Derby	NAACP
City of Eastborough	Native Sisters Organization
City of Garden Plain	
City of Goddard	Rose Hill School District
City of Haysville	Sedgwick County Dept. of Aging
City of Kingman	Sierra Club
City of Maize	Sumner County
City of Mount Hope	United Way of the Plains
City of Mulvane	
City of Park City	Valley Center School District
City of Sedgwick	Whitewater School District
City of Wichita	Wichita Chamber of Commerce
City of Valley Center	Wichita Schools
Derby School District	Wichita Transit
Goddard School District	WINA
Greater Wichita Economic Development Coalition	

Representatives from metropolitan communities within the planning area stressed inclusion in transportation planning and decision-making as Wichita continues to expand. They were equally concerned about maintaining the current roadway system, as well as roadway capacity improvements, providing access to major transportation corridors, the access barrier created by the Wichita-Valley Center Floodway, and the possibility of a South Bypass.

A majority of interviewees, regardless of their affiliation, agreed that congestion was a concern in particular areas of Wichita such as along Kellogg (US-54) and at many interchanges on Kellogg, I-235 and I-135. Additionally, many were in favor of expanding the availability and reach of mass transit options, including park-and-ride options. Bicycle-pedestrian themes were also prevalent with many expressing a desire to see sidewalks and curb cuts remain a component in future development.

Specific Comments Received

The following is a summary of the comments received during the 2030 LRTP process. All comments have been reviewed and considered. Many have been directly addressed in the goals section and are reflected throughout the Plan. There has also been presentation of comments to the appropriate agencies and representatives of the Metropolitan Planning Organization, Wichita Transit, Federal Highways, and the Kansas Department of Transportation attended each meeting. Comments are available for review in the WAMPO offices upon request. Please call 316-268-4391 with your request.

Highways and interchanges:

- Access to highways is very important to all cities.
- Study the freeway system to determine future needs for capacity improvements.
- The Northwest Bypass is needed to help traffic circulation therefore it is important to preserve right of way.
- Northwest bypass needs sound barriers.
- The Southeast/Southwest Bypass is not anticipated being a state highway
- Improve the highways leading out from Wichita.
- US-54 (Kellogg) should be a freeway across Sedgwick County and through Andover.
- I-35 corridor is important as a NAFTA Highway for freight movement.
- US-54 is a major east-west commerce route across Kansas.
- Interchange spacing on I-135 is a safety concern.
- Interchanges on I-235 and I-135 experience traffic congestion on a daily basis.
- The I-235 and US-54 (Kellogg) interchange weave movements between loop ramps are a safety concern.
- Improved access to the Kansas Turnpike (I-35) is needed near Derby.
- Review the operation of the KTA (I-35) Toll Plazas/Interchanges.
- Near the year 2030, the KTA needs to be widened to 6 lanes for adequate traffic flow.
- Study K-96 and K-254 expressways to determine if future conversion to freeways (access only at interchanges) is desirable – incorporate land-use studies' results.
- US-81 needs improvement from I-235/I-135/KTA to Broadway on 47th Street.
- Develop new highway from Wichita northwest to I-80.
- More space is needed for utilities within highway right-of-way.

Roads and streets:

- Region's Smaller Cities need good access to highways, Wichita and other Small Cities.
- Road/street system needs to support new developments.

- Major county road needs shoulders and turn lanes.
- Four-lane roads may not be needed on every “mile-line” road.
- Preservation/maintenance of existing roadways should have a high priority.
- There is a need for non-capacity road improvements on some streets and roads.
- Road maintenance should use local funds; road improvements use federal, state, & local funds.
- Concern for flooding on some county and township roads.
- Capacity Improvements (additional lanes) are needed on major streets and roads.
- Another road is needed crossing the Wichita-Valley Center Floodway (“Big Ditch”).
- The proposed Northwest Bypass will not solve the need for another Big Ditch crossing.
- A Southwest/Southeast Bypass is needed to provide traffic circulation.
- The road corridors to the southwest and southeast from Wichita should be improved.
- Arterial street improvements should include 10 foot wide bicycle/pedestrian trail.
- Improve access to the airports and major venues.
- Road maintenance should come before expansion.
- Road improvements enhance commercial development.
- Better traffic signal coordination would improve traffic flow.
- Encourage car pooling during morning and evening commutes.
- Improve Downtown traffic flow to support development/activity centers.
- Maintain good access to airports.
- An ITS Traffic Management Center is needed.
- Corridor management/access control needed on major roads.

Public transportation:

- Express bus service is needed for trips across Wichita.
- Extend bus service on weekday evenings as there is a need for the return trip from jobs.
- Sunday transit service is needed.
- The times between consecutive buses should be shorter and would increase ridership.
- There is a need for real-time bus information by cell phone or other means.
- Make buses “bike friendly” by adding bike racks.
- There is a need for more bus shelters.
- The region should take measures to encourage car pooling.
- Park & Ride lots are needed to encourage car pooling and bus use.
- Park and Ride facilities should be developed on major approaches to Wichita.

- Transit service should be provided to major employers.
- Companies could distribute bus passes to encourage employees to use transit.
- “All-Day” or “All-Month” bus passes should be available.
- The sidewalk system must support bus stop locations.
- Need a county-wide transit option for senior citizens.
- The aging population will place greater demands on public transportation.
- Small Cities desire transit service to Wichita.
- Light rail and trolley service should be considered.
- Improve transit operations in core area.
- The increasing price of motor fuels may increase the demand transit and other modes.
- A study of regional transit needs should be conducted.
- Land-use controls should make transit-friendly developments a priority.
- Preserve abandoned rail corridors for future public transportation use.
- Paratransit service needs to be door-to-door rather than curb-to-curb.
- Look into alternate fuel for transit vehicles.

Bicycle/pedestrian:

- Some new developments have bicycle/pedestrian paths that are not open to the public.
- Require bicycle paths and sidewalks in all new developments.
- The width of mixed-use bicycle/pedestrian paths is a concern; paths that are too narrow create conflicts/safety issues.
- Abandoned rail lines are an untapped resource for bicycle/pedestrian trails.
- Preserve corridors for future trails.
- Parts of Wichita are not “walkable” (for example Rock Road to Downtown).
- The sidewalk system must support bus stop locations.
- Side walks are especially important close to schools.
- Concern that sidewalks are not required in new developments.
- During peak periods, bicycles impede vehicular traffic on major streets; consider prohibiting bicycles at those times or build bike lanes.
- Existing bicycle paths are not well connected – a county-wide plan is needed.
- Extend bicycle trails southeast from Wichita.
- The increasing price of motor fuels may increase the demand for other modes of transportation.
- Need bicycle trails to connect Small Cities.
- Connect bicycle trails to major employers.

Safety and security:

- Concern for flooding on some county roads.
- The width of mixed use bicycle/pedestrian paths is a concern; paths that are too narrow create conflicts/safety issues.

- Some streets need more street lighting.
- Interchange spacing on I-35 is a safety concern.
- Rail lines split Wichita and some of the Small Cities; increased number of trains is creating vehicle delays including concerns for emergency vehicles.
- Safety concerns for cars, school buses, bicycles, and pedestrians crossing US-54.
- Concern for severe vehicle accidents involving high school age drivers.
- Concern for students waiting for buses needing to stand at the edge of county roads.
- Need to physically separate bicyclists, joggers, and walkers from motor vehicle traffic.
- K-96 ramp to eastbound US-54; trucks run off road and overturn.
- The I-235 and US-54 (Kellogg) interchange weave movements are a safety concern.
- Safety could be improved through better corridor and access management.
- Use Intelligent Transportation Systems (ITS) applications to improve the safety of major streets and highways.
- Use Automated Vehicle Location (AVL) for transit, emergency, police and public works vehicles.
- Concern for safety at road/railroad crossings.
- Use larger letter size on traffic signs to improve legibility.
- Use larger STOP signs for better visibility.
- Use brighter pavement markings for better nighttime visibility.

Railroads:

- Rail lines split Wichita and some of the Smaller Cities in the region – Increased number of trains is creating vehicle delays including concerns for emergency vehicles.
- Number of trains could double or triple by the year 2030.
- The length of trains could double over the next few years.
- Concern for at-grade road/railroad crossings.
- Consider a “bullet” train to the Kansas City Area and KCI Airport.
- Need access to passenger rail service (Amtrak).
- The 21st Street rail crossing needs to be addressed by separating automobile traffic from train traffic.
- BNSF and UP rail yards will need to expand.

Freight Movement:

- Keep up with changes in freight shipping such as containers.
- Need better intermodal facilities for freight.
- Need regional plan for Industrial Area Development.
- Need an enhanced freight trans-loading facility.

- The amount of freight that is shipped through Kansas & the Wichita Area is increasing.

Intermodal:

- Make buses “bike friendly” by adding bike racks.
- Need better intermodal facilities for freight.
- Improve connections between modes of transportation for both people and freight movement.
- Need an enhanced freight transloading facility.
- Construct an intermodal freight port adjacent to Mid Continent Airport.

School Transportation:

- Trees are trimmed to allow automobile drivers to see when stopped at intersections, but not trimmed enough to allow school bus drivers to see approaching traffic on the cross street.
- Crossing major streets and highways is difficult at unsignalized locations.
- New schools are planned or being built that will alter transportation paths.
- Residential street widths are often too narrow for school bus operation when on-street parking is allowed on either sides or where medians are used on residential streets.
- Many of the country roads used by school buses are not paved; maintenance of these roads or future paving is important.
- Could school bus operation be coordinated with fixed-route buses?
- Trash trucks stopping on county roads are a problem for school buses.
- Roundabouts are perceived positively.

Aviation:

- Low cost air fares are important to the region.
- The transportation system needs to support the aviation industry.
- Mid-Continent Airport is an economic engine.

Miscellaneous:

- Some streets need more street lighting.
- The region should encourage developments that promote walking and transportation modes other than motor vehicles.
- The Rosehill city limits will cross into Sedgwick County before the year 2030; should more of Butler County be included in the MPO Planning Area?
- Develop the Arkansas River as a navigable waterway.
- Need “criteria-based” project selection.

Suggested Transportation Improvements

The following is a summary of the suggested transportation improvements received during the 2030 LRTP process. All suggestions have been reviewed and considered. Many have been directly addressed during the analysis of roadway congestion and are reflected in the Plan. There has also been presentation of these suggestions to the appropriate agencies and representatives of the Metropolitan Planning Organization, Wichita Transit, Federal Highways, and the Kansas Department of Transportation attended each meeting. The following is a summary of the suggestions.

Highways & Interchanges	
Location	Suggested Improvement/Need
Northwest Bypass	Preserve Corridor, Construct New Highway
I-135 Interchange Spacing	Study to Determine Recommended Actions
I-135	Widen to 6 Lanes
I-135 & 69 th Street	Construct New Interchange
I-235 & Zoo Boulevard Interchange	Capacity Improvements to Address Congestion
I-235/I-135/K-254 Interchange	Reconstruct to Improve Safety & Traffic Flow
I-235 & Central Interchange	Capacity Improvements to Address Congestion
I-235 and Kellogg (US-54) Interchange	Reconstruct to Improve Safety & Traffic Flow
I-235	Widen to 6 Lanes
KTA (I-35) & 63 rd Street	Construct New Interchange if Feasible
KTA South Wichita Toll Plaza/Interchange	Reconstruct the Toll Plaza/Interchange
KTA (I-35)	Widen to 6 Lanes
KTA (I-35) & 21 st Street Interchange	Improve Interchange
KTA (I-35) at Pawnee	Construct New Interchange if Feasible
US-54 from West SG Co Line Thru Andover	Complete Reconstruction as a Freeway
US-54 through the City of Andover	Complete the Design for US-54 Freeway
US-54 & Mid Continent Drive Interchange	Maintain Structure and Adequate Traffic Flow
US-81	Improve from I-235/I-135/KTA to Broadway
K-15 from I-135 to Derby	Improve Traffic Flow
K-42 from Wichita to Clearwater Road	Widen to 4 Lanes
K-53 to K-15, Mulvane	Construct New Connection
K-96 & Woodlawn	Improve Interchange
K-96 Expressway Northwest from Wichita	Transportation Study – Conversion to Freeway
K-254 Expressway East from Kechi	Transportation Study – Conversion to Freeway
K-254 & Rock Road	Construct New Interchange
K-254 & Webb Road	Construct New Interchange
K-254 & Greenwich Road	Construct New Interchange
K-254 & 127 th E.	Construct New Interchange

Roads and Streets	
Location	Suggested Improvement/Need
Southeast & Southwest Bypass	Study to determine & preserve corridor
Wichita-Valley Center Floodway	Construct Crossing at 13 th , 21 st , 25 th or 29 th
Wichita	Construct an ITS Traffic Management Center
Hoover Road from Harry north to Dugan	Improve to 4 Lanes, Smoother Curves
Hydraulic from Harry to Kellogg (US-54)	Widen to 3 Lanes
Hydraulic from 53 rd St to 71 st St	Improve Street
Maize Road	Improve Roadway
Maize Road from K-42 to US-54 (Kellogg)	Widen to 4 Lanes
Maple from 135 th to 199 th	Widen to 4 Lanes
Meridian from Co Line to 71 st	Widen to 4 Lanes
Meridian from 47 th to 71 st	Widen to 4 Lanes
Pawnee from Maize Road to 119 th St	Pave
Ridge Road from K-96 to 53 rd Street	Improve Street
13 th Street from K-96 to Butler Co Line	Improve Street
21 st Street from Andover Rd to KTA	Widen to 4 Lanes
21 st Street from K-96 to Butler Co Line	Improve Street
37 th Street from Maize Road to 119 th	Widen to 4 Lanes
45 th Street in Bel Aire	Reconstruct
53 rd Street from Maize to Colwich	Improve Roadway & Add Shoulders
53 rd Street from Hillside to Broadway	Improve Street
61 st Street from Hydraulic to Hillside	Improve Street
63 rd Street from Butler Rd to Co Line	Improve Street
63 rd Street from Broadway to Hydraulic	Improve Street
63 rd Street Derby to Haysville	Widen to 4 Lanes
77 th & 85 th St from Valley Center to I-135	Improve streets
79 th Street from K-15 to Rosehill	Widen to 4 Lanes
119 th Street near Maize	Add Shoulders to 2 Lane Road
119 th Street from Kellogg (US-54) to K-42	Improve Street
119 th Street from K-42 to US-54 (Kellogg)	Widen to 4 Lanes
135 th Street W, US-54 south to Clearwater	Add wider shoulders, add lanes in Clearwater
159 th Street E	Develop Coordinated Improvement Plan
183 rd Street from Maple to 23 rd St	Widen to 4 or 5 Lanes
199 th Street from Maple to 23 rd St	Widen to 4 or 5 Lanes

Public Transportation	
Location	Suggested Improvement/Need
City of Wichita	Expand evening bus operation
Region	Develop Park & Ride Facilities
Region	Develop Bus Service to Smaller Cities
Wichita Transit Buses	Bike Racks, Automatic Vehicle Location

Safety & Security	
Location	Suggested Improvement/Need
I-135	Study Interchange Spacing
K-96 Ramp to Eastbound US-54	Study Ramp Geometry
Corridor Management/Access Control	Implement Policy
Region	Railroad/Roadway Crossings

Bicycle/Pedestrian	
Location	Suggested Improvement/Need
Region	Develop a Region-Wide Trail Plan
Region	Connect Existing Trails
Wichita	Develop a Sidewalk Plan
Wichita	Complete Sidewalk Network
Derby	Construct Bike Trail Connection to Wichita
Park City to Kechi	Extend Proposed Bike Trail to Kechi
Goddard to Wichita	Construct Bike Trail
Oliver Street north from 61 st N	Improve to be more Bike Friendly
Wichita to Andover	Construct Bike Trail
Haysville	Connect Bicycle/Pedestrian Trails
Zoo Boulevard	Need New Trail Connection Across Floodway
Mulvane to Derby	Construct Bike Trail

Railroads	
Location	Suggested Improvement/Need
Southern Kansas	Study Rail System & Increase in Freight
Wichita	Consolidate Rail Lines

Freight Movement	
Location	Suggested Improvement/Need
Region	Regional Plan for Industrial Area Development
Region	Develop Intermodal Facilities

Intermodal	
Location	Suggested Improvement/Need
Region	Develop Intermodal Facilities
Wichita Transit	Add Bike Racks to Buses

Summary

A variety of valuable comments and insights were received as a result of the public involvement activities. Representatives from the Metropolitan Area Planning Department, Wichita Transit, KDOT, FHWA, FTA, the Consultant Team, and in some cases paratransit providers were part of the public involvement effort.

Project information was provided through newspaper articles, radio interviews, newsletters, public meetings and the project website. Opportunities for public and stakeholder input were provided at the public meetings, stakeholder interviews, web site, and advisory committee meetings.

Comments that were received covered all modes of transportation. Comments addressed transportation needs, issues, and suggested improvements. The input received from the public and stakeholders was presented to the Advisory Committee and was considered as the Goals and Objectives of the LRTP were developed.

The Draft Recommended LRTP was presented to the public during the third round of public meetings and was made available on the Web site and at local libraries for review.